

WATERFRONT NEWS

**CASTLE & COOKE
GET T. K. K. AGENCY**

**State Letter Brings News from
Tokio—Transport Logan and
Hilonian Sail.**

Notwithstanding all the rumors to
the effect that **T. K. K.** had taken over
the agency of **T. T. K.**, it is now known
that **T. K. K.** has not yet been set up,
but the receipt of a letter from the
local manager of the firm in Tokio
yesterday, which states that the
letter was received by **C. G. Evans**,
one of the managers of **Castle & Cooke**,
and that they have received no information
as to what firm will take over the
agency, **T. K. K.** is still in existence.
The letter also states that **T. K. K.** has
not yet been informed of the
fact that **T. K. K.** is the agency of **T. T. K.**.

The **Arizonaan** brought in three thousand
tons of freight for this port; some
of the cargo comes from New York.
The steamer will load sugar for Salina
Cove and, although she will be delayed
several days while the repairs to her
propeller are being made, she will get
under way as soon as possible.

Subinspectors Wanted.

An examination of applicants will be
held at the naval station, December 20,
or as soon thereafter as practicable,
for the purpose of establishing an eligible
list of subinspectors dredging
at \$7.00 per diem.

The examination will be open to all
persons who can give evidence of ex-
perience in the kind of work for which
they seek employment, and who are citizens
of the United States. Persons now
holding positions at the yard will be
admitted to competition on the same
basis as other applicants.

Those interested can apply to the
commandant, naval station, by mail,
for full particulars. All applications
must be in by December 28.

Thetis Off Again.

The revenue cutter Thetis left port
yesterday for another cruise in the
vicinity of Kauai, Niihan and Bird Is-
land. The cutter will probably circle
around in the track of vessels and, if
there is anything to be picked up in
the way of shipwrecked sampans or
anything else, the cruise will not be
for naught.

More Competition.

The advent of the Blue Funnel line
of steamers in the Pacific passenger
trade is thought by General Manager
Schwerin of the Pacific Mail company
to be the start of a keen competition
that will start a great fight for the
business. Schwerin claimed when he
reached San Francisco, on his return
from the Orient, that Japan is fostering
the growth of its merchant marine
by huge subsidies, and that more com-
petition may be looked for when the
Holt line of "Blue Funnel" boats
start running.

Sierra Sails Today.

The Oceanic steamer Sierra is to
leave for San Francisco at ten o'clock
this morning and she will take a fair
number of passengers and some 1400
tons of freight, consisting principally
of canned pineapples and sugar.

Doctor Clark, the popular surgeon of
the liner, will be staying by his ship
for some months to come. His windfall
in the way of a legacy turns out to
be in the form of real estate, and it
will take some time to dispose of it.

The Hawaiian band will be on hand
to play the Sierra off and to do special
homage to Rear Admiral Rees, who is
leaving Hawaii for the mainland.

Polarity Reversed.

With regard to the Trafalgar, which
was struck by some form of electricity
off the coast of England, for which her
compasses' polarity was reversed, the
report of the admasters at Plymouth is
interesting:

"Never before have I had a similar
case, but my gutting man tell me it is
not unique. The shock had completely
reversed all points of the compasses.
From the time the vessel was struck
off the W. of Rock until she arrived at
Plymouth the compasses had varied
only about three points, and had then
been stationary—showing the very
great extent of magnetic influence on
the ship, which had caused a deviation
of a step or seventeen points."

The only thing we could do was to
put into the ship compensating magnets.
We dealt with the compasses as we
should those of an entirely new iron
ship. Having placed in the vessel com-
pensating magnets, we left the
compasses with the greatest error of about
five degrees; but, as experts, we gave
the captain warning that the great
change which had been caused by the
ship had caused a deviation of
another great error in her compasses.

We advised him to anticipate that, and
keep constant and careful watch on her
compasses. When that sudden change
takes place, as we anticipate it will, it
will be necessary for him to steer the
compensating magnets or put into the
compasses again to bring the ship's compass
back to normal.

We give him no credit to that effect.
It is very difficult to predict that the non-
magnetic stone Carnegie, which made
such a long stay at Plymouth Harbour
will not still here, for we real-
ize it is one of those problems which
experts are always diligent to solve."

Shipping Notes.

The Pacific Mail steamer Manchuria
arrived from San Francisco yesterday
afternoon, having been en route
from the Orient to San Francisco.

The British steamer Waddington arrived
from San Francisco yesterday and she
is en route to the Orient.

The American steamer Waddington
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afternoon, having been en route to the
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